





**Auctions.**

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PUBLIC AUCTION  
OF  
ENGLISH, AMERICAN AND HONGKONG  
MADE HOUSEHOLD FURNITURE,  
PIANO, ORGAN, &c.

THE Undersigned has received instructions  
from H. SMITH, Esq., to Sell by Public  
Auction, on

**THURSDAY,**  
the 22nd March, 1888, at 2 P.M., at the Under-  
signed's Sale Rooms, Duddell Street,—  
THE WHOLE OF HIS  
ELEGANT AND SUBSTANTIAL  
FURNITURE,  
comprising :—  
GARNET REP. COVERED DRAWING  
ROOM, SUITE of English-made MAHOGANY

CENTRE TABLE, SIDE & CARD TABLES,  
PICTURES, ENGRAVINGS, MIRRORS,  
LACE CURTAINS, CARPETS, RUGS, &c.  
American-made BLACK and GOLD  
CHEFFONIER, PLATE GLASS BACK.  
COTTAGE PIANO by APOLLO & Co.,  
nearly new.

SPLENDID PALOUR ORGAN by HAMLIN  
 & MASON, with extra stops.  
 TEAK & EBNY SIDEBOARD, DINING-  
 ROOM SUIT, DINNER and DESSERT  
 SERVICE, CUTLERY, GLASS & PLATED  
 WARE, FENDERS and IRONS,  
 IRON BEDSTEPS, LADY'S DOUBLE  
 WINGED WARDROBES, MARBLE TOP  
 WASHING-STAND and LADY'S DOUBLE  
 WINGED DRESSING-TABLE, BEDROOM  
 SUITE, CHANDELIER'S LAMPS, &c.  
 PARLOUR and COOKING STOVES, &c.  
 Catalogues will be issued prior to Sale and  
 above will be on view on WEDNESDAY next.  
 TERMS OF SALE.—As Customary.  
 G. R. LAMMERT,  
 Auctioneer.  
 Hongkong, 15th March, 1888. [305]

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PUBLIC AUCTION  
 OF  
 HOUSEHOLD FURNITURE, PIANO,  
 &c., &c., &c.

THE Undersigned has received instructions  
 to Sell by Public Auction, on  
**SATURDAY,**

the 24th March, 1888, at 2 P.M., at the Residence  
of Captain W. E. CLARK, No. 31, West Villa,  
corner of Fokfolom and Battery Road West.

THE WHOLE OF HIS  
**HOUSEHOLD FURNITURE,**  
comprising :—

ROMAN SATIN COVERED DRAWING  
ROOM SUITE, MIRRORS, PICTURES,  
CARPETS, RUGS, LACE CURTAINS,  
BLACK AND GOLD CORNICES, BLACK  
& GOLD CANTERBURY, etc.  
MAHOAGNY COTTAGE PIANO by  
COLLARD & COLI, id., nearly new.  
EXTENSION LIVING TABLE, CUTLERY,  
CROCKERY, GLASS AND PLATED WARE  
& DINING ROOM FURNITURE, LAMPS,  
etc.

DOUBLE IRON BEDSTEADS, SPRING  
MATTRESS and HAIR MATTRESS and  
PILLOW, LADY'S WARDROBE DRESSING  
TABLE with MIRROR, MARBLE TOP  
WASHING-STAND & BED ROOM SUITE.

SHIA, LADY'S CHAIR, RANGE, RICH,  
 &c., &c., &c.  
 Catalogues will be issued prior to the sale and  
 the above will be on view on FRIDAY NEXT.  
 TERMS OF SALE.—As Customary.  
 G. R. LAMMERT,  
 Auctioneer.  
 Hongkong, 17th March, 1888. [314]

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**GOVERNMENT NOTIFICATION.**

**T**HE following Particulars of Sale of Crown  
 Land by Public Auction; to be held on the  
 spot, on  
**MONDAY,**  
 the 26th day of March, 1888, at 3 P.M., are  
 published for general information.

By Command, **ARATHOON SETH,**  
for the Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 17th March, 1888. [312]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of March, 1888, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of Thirteen Lots of CROWN LAND, at Hungghom, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

No. of Sale	Registry No.	Locality
	Inland Lots	Hampden, Kenton
1	No. 181	Do.
2	" 182	Do.
3	" 183	Do.
4	" 184	Do.
5	" 185	Do.
6	" 186	Do.
7	" 191	Do.
8	" 192	Do.
9	" 193	Do.
10	" 194	Do.
11	" 195	Do.
12	" 196	Do.
13	" 197	Do.

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11-11-68

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## Announcements.

## NOTICE

A. S. WATSON &amp; CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

## BIRTH.

On the 17th February, at Manton Grange, Malborough, the wife of GEORGE A. GIFFARD, Commander, R.N., H.M.S. *Wanderer*, of a daughter.

## MARRIAGE.

On the 15th February, at St. James's Piccadilly, by the Rev. Sir John, Cesar Hawkins Bart., Hon. Canon of St. Albans, cousin of the bridegroom, assisted by the Rev. H. Kirk, M.A. VILLIERS ALFRED CASAR, second son of Villiers V.C. Hawkins, Esq., of Eastbourne, and grandson of the late Sir John Hawkins, of Kilmor Park, Bath, to FLORENCE CLIFTON, only child of the late Major Cooper, 15th Regiment (East Yorkshire), and daughter of Mrs. Stretton, Penn, Bucks.

## The Hongkong Telegraph

Hongkong, Tuesday, March 20, 1888.

## THE DOCK COMPANY.

In February, 1887—that is a little more than a year ago—the shares of the Hongkong and Whampoa Dock Company, Limited, were quoted in the local share market at 126 per cent. premium, and it was reported that business in the scrip had actually been done at as high as 130; in August of the same year the quotation had dropped to 82; and this afternoon Dock shares are freely offered at 33 per cent. premium, and are friendless at that price—which means, in plain English, that shares, the market value of which thirteen months ago was \$283, are to-day worth only \$166, showing the startling depreciation of \$117 per share. Fluctuations in the value of the scrip of Hongkong limited liability companies are by no means rare occurrences, rather the contrary in fact, so that—although the Dock Company, with its fixed permanent business, holds a very different position to such corporations as the Hongkong and Shanghai Bank, which is to a considerable extent controlled by the state of the political atmosphere, the Hongkong and China Fire Insurance Companies, the success of which depend on immunity from disastrous fires, or the China Sugar Refining Company, whose earning power is controlled by exceptional conditions in connection with the sugar supply and demand in various parts of the world—under ordinary circumstances and in the light of past experiences, the extraordinary depreciation of property we have detailed would probably not be a matter for very great surprise either to those acquainted with the peculiarities of share dealing in this colony or to the general public. But this unprecedented fall in the value of these shares has taken place under most extraordinary circumstances, which render the occurrence quite inexplicable to those who, relying on the *bona fides* of the Board of Directors, invested their savings in the Company's stock at high rates and now find themselves either completely ruined or on the brink of insolvency. Since Dock shares reached their highest point three reports have been issued by the Board of Directors, and three speeches have been made by the respective Chairmen at the half-yearly meetings of shareholders, and all these reports and speeches, without exception, have been laudatory of the Company's position and prospects; not one word has been officially written or spoken to warn shareholders that the property had depreciated or the business fallen off and nothing to explain the ugly fact that, without any reason apparent to the general body of shareholders, their shares have dropped in value within thirteen months from 126 to 33 per cent. premium.

The Dock Company's scrip ought not to be, in the sense generally understood on the Stock Exchange, either a general or convenient medium for extensive gambling amongst share traffickers. The Company's business is practically a safe one that can be easily understood and fairly calculated by any person of ordinary intelligence. As an important shipping centre this port will always be the head-quarters of a large fleet of steam vessels, which must undergo periodical docking and repairing. Allowing something for a margin, there should be very little difficulty in forming an approximately reliable estimate of the amount of work and the net profits that will fall to the Dock Company's share

every six months; the shipping trade is so regular year after year that such estimate will never be very wide of the mark. But although all this is perfectly well known, it is undoubtedly the fact that for a very long time past Dock shares have been gambled in most extensively, and what is still more to be regretted, is that it is notorious that the heaviest and most reckless speculators have been persons in some way or other connected with the Company, even including members of the Board of Directors. The direct cause of all this hazardous speculation is explained by what may be described as a chapter of accidents. For many months the casualties to shipping in the vicinity of Hongkong were numerous and important, with the result that the Dock Company, in addition to its ordinary source of revenue, was enabled by this wonderful run of luck to realise extraordinary profits. And apparently on the strength of this wonderful run of luck, and in the delusive hope that it would continue, Dock shares became a favorite gambling stock, ridiculous prophecies and anticipations were publicly indulged in (by those who ought to have known better) as to the Company's glorious future, thousands upon thousands of dollars were spent on improved machinery and plant to enable ironclads and other wonderful specimens of the shipbuilder's art to be constructed at Kowloon, nearly a million of dollars are being sunk in a gigantic dock that will never in this generation repay the interest on its cost, the skilled staff of the Company was enormously increased and a tremendous drag placed on its profitable working by the additional expenses thus entailed, extravagant amounts were set aside from the earnings as bonuses to "contributing shareholders"—the vast majority of whom were paid Directors—and dividends out of all proportion to what was really available for distribution were recommended by the Directors and voted by the shareholders with reckless profusion. It was evidently imagined that the elements, directed by a benevolent Providence, would continue to specially assist the Hongkong and Whampoa Dock Company; collisions, conflagrations on board ship, vessels going ashore, and all the other casualties of the sea were expected to regularly provide the Dock shareholders with lavish dividends, and enable the Directors to modestly remain under the belief that all the success was owing to their foresight and admirable management. The regular and assured revenue of the docks and workshops, the only returns that can be made the basis of any safe calculation, was ignored or pooh-poohed; persons whose positions enabled them to know all about the Company's affairs and prospects were the leading operators in Dock shares, and the blind, easily gulled public followed suit, with the cheerful result that scores of men have lost the hard-earned savings of years, while numbers are completely and hopelessly ruined. Providence all at once left off making steamers collide, run ashore, or get on fire for the benefit of the Dock Company; orders for the ironclads and other chaste things in naval architecture that were to make Kowloon a worthy rival of the leading shipbuilding yards on the Clyde did not come in quite so rapidly as had been prophesied; the original estimate of \$400,000 for the Admiralty dock was found to be less than one half of the actual cost of that white elephant; the heavy working expenses of the various establishments were going on all the time and the Company had only its legitimate revenue to rely on. And so, notwithstanding sanguine reports from the Directors and specious but misleading speeches from the Chairmen, Dock shares, when once fairly started on the downward line, quickly reached something approaching their actual value; public confidence had received a terrible shock and trusting investors had been taught a bitter lesson; confidence was nowhere when all interested efforts could not prevent the shares from declining 17 per cent. within three days, and in face of an apparently well founded report that the earnings of the Company for the current half-year represent, so far, something like 6 per cent. per annum on the paid up capital.

We have thus briefly sketched what we conceive to be the present condition of the Dock Company, and broadly indicated the causes that would seem to have operated in "blasting the sanguine hopes of those persons—and their name is legion—who, without personal investigation or consideration, but merely on the strength of repeated doses of inflated, 'sustained' at trials, launching ceremonials, and shareholders' meetings, came to the short-sighted conclusion that this wonderful industrial enterprise was to continue for all time to pay an annual dividend of about twenty per cent. in addition to writing off large sums for depreciation, etc. No doubt our remarks will be generally construed to mean an indictment of the Directors for gross mismanagement of the Company's

affairs; and without any beating about the bush we frankly admit that such is the impression we intend to convey. The seriousness of the present position and the disastrous effects of the recent astounding depreciation of the shares leave no room for empty, meaningless compliments; it can never be too clearly understood that men who undertake the management of other people's affairs and the control and manipulation of other people's money, saddle themselves with no light responsibility. The paid Directors of the Dock Company, or any other business enterprise similarly constituted, avail themselves of the substantial advantages of their positions; they draw a very handsome remuneration and possess many other privileges, which are of considerable value. But they also have their responsibilities and their duties; they are not paid for merely attending Board meetings, nor for working in their own interests at the expense of their employers, the shareholders. It will, of course, be understood that we are not levelling wholesale charges of neglect of duty and unscrupulous gambling in the Dock Company's scrip against all the members of the Board; there are members who, according to their lights, have done their best for the Company, and who have never taken advantage of their positions to engage in unfair and discreditable share dealing; but there are others who have in every possible way merely made the Dock Company subservient to the accomplishment of their own ends. It is more than probable that most of the Directors will be held more to blame for errors of omission rather than for errors of commission, but even in that case they cannot be entirely absolved from responsibility for acquiescing in a policy which has tended to such disastrous consequences.

(To be continued)

## TELEGRAMS.

(From Straits Times.)

## THE LATE EMPEROR AND THE CZAR.

BERLIN, March 19th.  
In his last hours the Emperor William advised Prince Wilhelm to adopt the most amicable attitude towards the Czar.

The Crown Prince ascends the Throne as Frederick the Third.

## THE HOUSE OF LORDS.

LONDON, March 19th.  
A motion by Mr. Labouchere for the abolition of the hereditary principle in the House of Lords was defeated by a majority of sixty one. Mr. Gladstone supported the motion.

## THE CROWN PRINCE.

BERLIN, March 19th.  
Frederick the Third arrived in Berlin at midnight, none the worse for the journey. His Majesty had most cordial interviews with King Humbert at Genoa and with Prince Amadeus at Milan.

## THE LATE EMPEROR.

The remains of the late Emperor are being embalmed and will be conveyed with imposing pageant to the Cathedral.

## LONDON, March 19th.

The death of the Emperor of Germany put a stop to most of the fêtes in honor of the silver wedding of the Prince and Princess of Wales.

## THE SITUATION.

The Russian Press fears political results from the death of the late Emperor.

## GERMANY.

BERLIN, March 19th.  
To-day's bulletin regarding the health of the Emperor is favorable.

Frederick the Third has proclaimed that he will continue his father's work upon the same lines.

The Russian Army goes into mourning for one month, and the Colonnels of the Emperor's regiment has been transferred to Frederick III.

## GOSCHEN'S CONSOLS SCHEME.

LONDON, March 19th.  
Mr. Goschen's scheme has been favorably received in the City.

## LOCAL AND GENERAL.

THE German mail steamer *Prussien*, with His Excellency the Governor and Lady Des Vaux on board, was coming up the harbour as we went to press.

We are informed by the Agents (Messrs. Arnhold, Karberg & Co.) that the China Shipper Mutual S.N. Co's steamer *Wingchow*, from Liverpool, left Singapore for Hongkong this morning, and may be expected on or about the 26th inst.

THE *Ceylon Observer* contains the following late telegram:—London, 2nd March.—In the House of Commons Sir John Gorst said that plans for the proposed graving dock at Bombay have been submitted to the Admiralty and estimates were being prepared. Sir Charles Russell moved that an inquiry be held to ascertain the right of the Executive to interfere with public meetings. Mr. Matthews replied that the necessity for affording protection to property and upholding order demanded the closing of Trafalgar Square, and stated that he regarded the motion as a vote of censure. The debate was adjourned.

A CORRESPONDENT of the *Sikh Post*, writing from Pao Sheng, gives an account of earthquakes in Yunnan, Szechuan, and other places. On the first day of the last twelfth moon, at about six o'clock p.m., heavy shocks of earthquake were felt throughout the province of Yunnan. At Shih Ping Chou the earthquake continued for four successive days, during which the sub-prefectural city was entirely destroyed, killing over 3,000 persons and wounding a great number. In Lin An also, the earth shook with terrible violence, shattering the prefectural city to ruins, and destroying a vast amount of life and property. The earth split open, and after ejecting a sort of reddish fluid, closed up again. In the Hsi-chuan-lu sub-prefecture of Szechuan the shock was also felt with great force, a great hole being made in the earth like a vast lake, and thousands of people were killed. At Wan-ho and Pao-sheng the earth also shook with two successive shocks, causing the utmost consternation and dismay to the people, who ran out into the streets, crying with terror.

THE Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, from 7.30 till 10 o'clock. The following will be the programme:—

March	"Sunset"	Canon
Overture	"Schubert"	Supper
Voluntary	"Don et Panfil"	Waltz
Selection	"L'Invitation de l'Armen"	Yard
Selection	"La Marmotte"	Andante
Selection	"Fatinella"	Supper
	John Moran, Bandmaster.	

THE experiment of lacquering a portion of the hull of the *Pharo* as a protection against marine growth, has turned out, according to a Japan vernacular paper, a complete success, so much so in fact that the *Fuso* is now in Yokosuka Dock for the purpose of having her entire hull lacquered, or at least such portion as is usually covered over. The lacquer was put on the year before last. If this report be true, it would be interesting to the shipping world generally to know the results of the experiment. The inventor of the process is a Japanese.

WITHOUT venturing to criticise the verdict of the special jury in the case U Tsz Wan v. Garrels and another, concluded in the Supreme Court yesterday, we think that any impartial person who has carefully read the evidence and studied the masterly summing up of the Acting Chief Justice, cannot fail to come to the conclusion that Mr. U Tsz Wan is a gentleman who is entitled to a very large measure of public sympathy. The jury are at liberty to take this as a tribute to their acumen and impartiality—if they feel so disposed.

INFORMATION, says the *Daily News*, from a trustworthy source, states that the Chinese Government is paying much attention to the present political situation in Europe, and is pushing forward its armaments with great activity. According to the official Russian statement, Manchuria is transformed into a large military camp, and all the troops there are drilled by European instructors, and armed with rifles of the newest pattern. The official relations between Russia and China are excellent, but nobody here doubts that the latter would take advantage of any European complication to try to reconquer Kulja and the Amoor territories.

A SKAMAN named Li Ayan 28 years of age was to-day charged before Mr. Wodehouse with returning from banishment on the 10th instant. It appeared from the police records that this hardy vagabond had been banished from the island on two different occasions and had on both of them come back to the scene of his honest labours. Prisoner admitted several previous convictions and once returning to the colony without leave. His defence was a repetition of the old story "I came back to see a friend, and was working for him." Not having had permission to break his leave, he was absent Mr. Wodehouse sentenced the defaulter to twelve months hard labour.

At the Supreme Court in Criminal Sessions today, before Mr. J. Russell, Acting Chief Justice and a jury, Chan Achoi was arraigned for robbery with violence and for receiving stolen goods. The jury having found the prisoner not guilty, he was discharged. Of five Chinese who were charged with burglary, the first, third, fourth and fifth prisoners were found not guilty and discharged; the second prisoner was found guilty by a majority of four to three. Four prisoners were charged with kidnapping a woman; the first, second and third were found guilty, the fourth being acquitted. The Sessions were adjourned till Saturday, at 10 a.m. when the sentencing of the prisoners will be proceeded with. Jurors are not required to attend.

In the House of Commons on February 14th, Mr. J. Maclean asked the Postmaster-General whether, as the Post Office saved £70,000 a year on the new East India and China mail contract, he proposed to make any reduction in the postage on letters to India and China.—Mr. Raikes: I may inform the hon. member that the saving to which he refers is simply a reduction of the loss on the India and China mail services. The present postage rates will still leave a considerable deficiency between the expenditure and the receipts under this head, which will have to be made good out of the general revenues of this country, of India, and the Eastern colonies; and I am not now prepared, therefore, to propose any reduction of the postage rates to India and China.

FROM Messrs. Wheelock & Co's Freight Market Report, dated Shanghai 16th March, 1888, we take the following:—Quotations for Newchwang to Swatow, season not yet opened; Chefoo to Swatow, 20 Mex. cents per picul, demand, Nagasaki to Shanghai, \$1.40 per ton of coal, net, for steamers, demand; \$1.25 ex ship, for sailing vessels slight enquiry. Settlements during the fortnight have been:—*Patshan*, British steamer, 1,765 tons register. *Kuchinotzu* to Singapore, \$3.35 per ton, coal, despatch; *Peking*, British steamer, 732 tons register, monthly charter, \$3,000 per month, for a month. *Hongkong*, British steamer, 625 tons register, monthly to Shanghai \$1.65 per ton, coal, net, despatch; *Alex-Yant*, British ship, 1580 tons register, Shanghai and Hongkong to New York, private terms. Disengaged vessel, in port:—*Latvite*, British ship, 1,593 tons register.

SPEAKING of the Chinese Mission in Europe the *Broad Arrow* remarks:—The Chinese are undoubtedly the most conservative people in the world, and having for more than three thousand years remained very much without European assistance, they naturally are in no violent hurry to reform their institutions. It is really only within the last forty years that our knowledge of China has attained any degree of accuracy, and closer acquaintance has gradually removed earlier prejudices and false impressions, both on the part of the Celestials and ourselves. From 1840, the year of our first war with China, till now, has been a most eventful period in the annals of the Empire, and although we were compelled to commence our intimacy with English bayonets, the Chinese have borne no malice, and their respect for the English has increased in proportion to their commercial intercourse with us.

THE *Shek-pao* says that during the 1st year of the Emperor Tung-chih, the Taung-li Yamen memorialized the throne to limit the expenses of the Imperial Maritime Customs at all ports to about 740,000 taels per annum. After six or seven years, the amount of duty collected by the Customs was nearly 10,000,000 a year; so Sir Robert Hart requested the Taung-li Yamen to increase the amount allowed for the expenses of the department as a larger staff was necessary to carry on the work properly. The Taung-li Yamen after consulting with the Board of Revenue, decided to increase the amount to 11,500,000 per annum. The amount of duty collected last year by the Imperial Maritime Customs, was over 15,000,000, and consequently the number of tide-waiters was not quite sufficient for doing the work, and therefore additional men must be employed, so as to prevent the dishonest merchants from smuggling. It has now been decided to make a further annual increase of 150,000 for the expenses of the Customs and also 180,000 for the expenses of the two newly established stations at Kowloon and Kungshan. The 150,000 have also been granted for the expenses of all the Customs' cruisers. The new regulations were to take effect on or about the 20th day of the 1st moon this year.

A VERY considerable and steadily increasing success is rewarding the efforts made during recent years by a numerous syndicate of the leading Russian tea merchants who have direct relations with the Chinese planters for expanding a general Russian trade, not only with the treaty ports, but in the interior generally. The natives purchase readily and largely all kinds of Russian tissues and cloths, largely sugar, jewelry, &c. Twenty Moscow merchants of the syndicate have recently despatched an extraordinarily large general consignment of assorted goods, chiefly in linen and cotton materials. The syndicate, of course, make tea the basis of their general mercantile operations, which are meeting with a very marked success. Why should not British tea merchants (as a correspondent) who have direct relations with China adopt the Russian idea, and throw more enterprising energy into it? If they do not care to mix up their commodities and wares, it would be easy to form a trade combination with the different manufacturers, at least until such time as the interior provinces of China were thoroughly exploited.

WE hear from Macao that there is every probability of the present Municipal Chamber being dissolved by Governor Costa on his return from Timor. The Acting Governor has so far refrained from resorting to the extreme measures which the defiant attitude lately assumed by the *Senado* would have fully entitled him to adopt, and the dispute is thus left in abeyance pending the arrival of the Governor. It is also rumored that the Lisbon authorities have decided to do away entirely with the Municipal Institution in Macao, as useless and injurious to public order. Opinions vary in the Holy City as to the advisability of this measure, the personal friends of Senhor Pacheco and his supporters being, of course, dead against it, while the Government partisans are decidedly against them. *Qui vivra verra* is the motto of the indifferentists, who constitute a very large section of the community. It is well known that the functions and privileges of the *Senado* have of late been so curtailed that the institution, shorn of all its essential elements as a representative body is now a mere skeleton of the past, faithfully portraying the decay and ruin of the neglected city. The Municipal Council's range of action is comprised within the following sphere: licensing of native shops, collecting taxes for lighting, keeping a primary school, looking after the cemetery, and taking part in all processions and religious pageants. Of what earthly use such a Senate can be, must be apparent only to the members themselves. The one thing certain is that the councillors—the "descendants of the old navigators and conquerors of India," have seldom failed to avail themselves of every opportunity to raise opposition and otherwise obstruct the easy working of the colony's administrative system. There has not been an instance in Macao who has not had to contend with this *little noire* of a municipal corporation. Inexpensive governors have generally felt it convenient to make concessions to the defiant attitude of the elected representatives of the city's freedom; but men of the San Januario or the *Pago d'Arcos* stamp, have in the interests of order and independent government, often trampled under foot the senatorial *loggia* without the slightest consideration for these public representatives. In the present instance we are unable to say at a loss to comprehend where the alleged grievance of the *Senado* against the governor comes in. If Governor Costa chooses to say a good word for some of the St. Joseph's College teachers, what material difference could that make to anybody? The action of the senate is the merest hair-splitting, squabbling in a most offensive way for no earthly good to anybody. How this pili quibble may end is really of no public interest, but we would recommend the Macao Municipality to leave off fighting straws and to expend some of their dormant energies in trying to effect some of the many substantial reforms for the public weal of which the city stands so urgently in need.

At the Supreme Court in Summary Jurisdiction to-day, before Mr. A. J. Leach, Acting Puisne Judge, the Douglas Steamship Company, Limited, brought an action against Mr. W. Cruikshank, proprietor of the Victoria Dispensary, to recover the sum of \$1,548 damages arising out of an explosion which occurred on board the steamer *Formosa* from some combustible matter alleged to have been shipped by the defendant. Mr. W. Wotton appeared for the plaintiff company, and Mr. J. F. Webber for the defendant. Mr. Wotton in stating his case to the Court said that on the 24th December '87, the defendant shipped on board the steamship *Formosa* a package for Swatow, and had it labelled "drugs." It was stipulated on the Bill of lading which was incorporated in the Parcel receipt, that shippers of goods were subject to the Company's regulations. One of these regulations provided that the Company would not be responsible for any consequences arising out of a wrong declaration of the contents of the parcels shipped, and that any cargo which should contain dangerous substances not declared, would be liable to be thrown overboard. He contended that the defendant by not having declared the articles shipped by him—chlorate of potash and sulphur—had broken the terms on which the Company had agreed to carry his parcel to Swatow. On the morning of the 26th December, while the steamer was in the harbour, an explosion occurred in the mail and parcel room where these articles were located. He would bring evidence to show that the articles in question were of a highly inflammable nature and that they were the only cause of the explosion and of its consequent damages. The damage sustained by the vessel amounted to \$471.04, as per account furnished by Messrs. A. G. Gordon & Co. who effected her repairs; the loss of goods stored in the parcel room was \$40.50, the total sum now claimed being \$511.54. He would call as witnesses the various shippers of packages by the *Formosa*, on that particular trip, and demonstrate that they did not ship any inflammable article on board. The evidence of the following gentlemen was then taken:—Messrs. A. J. Rodrigues, J. M. V. de Figueiredo, J. Chalmers, T. A. Dawson, A. Levy, J. Laing, A. B. Death, S. Nowrojee, S. dos Remedios, J. Pinna, J. Carneiro, E. A. Jorge, R. Markwick, Wong Fan Heng, Chan-Kan Tong, J. Grant, of the Douglas Steamship Company, Limited, G. B. Eldridge, chief mate, E. W. Evans, chief officer, G. Smith, chief engineer, T. P. Hall, Captain of the *Formosa*, P. R. Simmonds, Captain of the Royal Artillery, an expert, and H. A. Woolnough, manager of the Hongkong Dispensary also as an expert in inflammable materials. The evidence elicited was to the effect that there were empty cartridge cases of the pin-fire system in the same room where the chlorate of potash and the sulphur in a package of the size of an ordinary cigar box was placed; that these cartridges had all their caps on; that there were also copper boxes with blue lights and flares up in which, however, had not been ignited by the explosion; and that one man on board was hurt by shot wounds, there having been in the parcel room some bags of shot. After considerable evidence was taken on these points, also as to the quantity of chlorate of potash and sulphur necessary to produce the explosion, concussion and breakages which occurred on board the *Formosa*, his honour adjourned the further hearing of the case till to-morrow morning at 10.30 a.m.

A REGULAR meeting of Ethen Mark Lodge of Hongkong, No. 264, will be held in Freemasons' Hall, Zealand Street, on Thursday, the 23rd inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

ACCORDING to a Hamburg correspondent the German Lloyd steamer *Kronprinz Friedrich Wilhelm*, hitherto employed in traffic between Bremerhaven and the Brazil, will be fitted out specially for the transport of German sailors to Asiatic waters.

MR. CHAN YAU, a man well-known to the police as an incorrigible rogue, was run in this morning charged with going into a woman's house on the 19th inst. for the purpose of "looking for a cat," or as the law puts it, entering the house of complaint with intent to commit a felony. The plaintiff said she was a servant of the Lin Wai Society on Praya West, and that on the above date she saw the accused hiding in the house. On asking him what he wanted the prisoner said he was only looking for a cat which he had lost. Witness informed the constable that there was no cat in the house, but he persisted in searching all over the premises and the result was that he gave him in charge of the police, when he dropped the cat theory and went on another line of defence, but finding that road somewhat difficult again came back on the cat turnpike, in explaining matters to Mr. Wodehouse this morning. Having no witnesses to call in defence of his respectability but having, *per contra*, no fewer than five previous convictions standing against his name for larceny, his Worship sent the cat merchant to goal for six months hard labour.

SAVS OUR Tientsin contemporary:—On the afternoon of the 18th inst. at about 6 o'clock, a ferry boat left the North-bank of the river for the landing place to the eastward of the military station, to cross to this side. The boat, which was excessively crowded by men and youths who had taken part in some New Year's functions, as it neared our bank was struck by a piece of floating ice moving seaward on the current. The boat heeled with the shock, and 24 or 25 persons were jerked into the water. Most of the unfortunate tried to cling to the floating ice, but suffered much, and some of them, as their heavy winter clothes became saturated with water, lost hold and disappeared. The Chinese on both banks were much agitated, and yelled out otherwise did nothing to help the perishing men. Fortunately, Mr. Dettling, Commissioner of Customs, was at the new Technical School, and saw the accident. He quickly went to the bank, gave clear and authoritative orders, summoned boats, had poles thrown into the water, and in a few minutes, owing to his directions, 14 people were saved; apparently 10 or 11, or thereabouts, were drowned.

STUDENTS of trade and of the manner of trading in England are impressed by the unfortunate change which has come over the commercial spirit of Englishmen. Everything commercial has, writes the *Daily News*, more or less connection with the Stock markets, and speculations in imaginary amounts takes the place of an intelligent exchange of real articles. Options, futures, transactions "to arrive" and "to close"—all bets, more or less—form the great bulk of transactions not alone in the Stock Exchange, but also in the speculative markets for produce and raw materials. A cargo of cotton seldom arrives in Liverpool until its contents have been twice over the subject of contract several times by speculators who will never see the cotton, do not want to see it, and have no arrangements for storing or in any way handling a hundredth part of it. As to pig-iron, the bets which pass on the basis of documents known as warrants surpass infinitely the amount of iron handled. Mincing-lane also is running forward in its career of speculations; and, apparently on the principle that what cannot be cured must be endured, a clearing-house for the settlement of bets on the prices of coffee and sugar is about to be founded. As most people are aware, the speculation in cotton and about Mincing-lane is sometimes enormous. It may not be so generally known that persons with small and moderate means are very often disposed to deal more largely than those who can afford to meet heavy losses. An unwary dealer might, therefore, find that he had claims upon men who would be squeezed to the last shilling of their resources when pay day arrives and differences fall due. If men of business must bet heavily, it is as well that the position should be faced, and that systematic precautions should be taken; but it was a pity by betting or by applying the liabilities of the terms of settling-houses for bets that our ancestors raised the trade and commerce of England to its supreme position.

## PRESENTATION OF AN ADDRESS TO CAPT. H. G. THOMSETT, R.N.

A numerous company of residents assembled yesterday afternoon in the music room of the City Hall to present a valedictory address to Captain Thomsett, on his retirement from the office of Harbour Master. Among those present we noticed the Hon. J. Russell, Acting Chief Justice, Hon. E. L. O'Malley, Attorney General, Hon. A. Lister, Colonial Treasurer, Hon. J. M. Price, Surveyor General, Hon. W. M. Deane, Captain Superintendent of Police, Hon. P. Ryrie, Hon. J. Bell-Irving, Hon. A. P. McEwen, Mr. T. Jackson, the Misses Thomsett, and several other residents of the Colony.

The Hon. A. P. McEwen, who on the motion of the Hon. Captain Superintendent took the chair, in addressing himself to Captain Thomsett said he had great pleasure in being the spokesman on that occasion to present him with an address and a small testimonial. He felt sure everybody would acknowledge in Captain Thomsett throughout his long official career in this Colony that earnestness, zeal for the public welfare, and straight forwardness which are the distinctive characteristics of all public men. Having spent so many years in Hongkong, he must feel some regret at leaving these shores but he was carrying with him the sincere wishes of many friends who rejoiced at the prospect of a tranquil happiness which awaited him at home. He then proceeded to read the address:—

To the Honourable Henry George Thomsett, R.N., Harbour Master, Hongkong.  
Dear Sir:—On the eve of your final departure from Hongkong and your retirement by the railway post, which you have filled in this Colony, we would tender you, in a few words of farewell, our hope that you may long enjoy the rest and quietude which the discharge of your many responsibilities to duty enables you to enjoy, and assure you that in the retirement from an official life you will be followed by our best wishes.  
For over thirty years you have been a resident here, and have been charged from time to time with the administration of Colonial institutions involving much importance and arduous application, and it is gratifying to see you, as you must be to us to remember, how evenly those interests, and in particular your special Department, have moved during your superintendence.  
We cannot but feel that your presence in the Colony, as a permanent member of the Legislative Council, will be a great benefit to us, and we are glad to see your acceptance of the accompanying token of our friendship.  
We are, Dear Sir, Yours very faithfully,

(Here follow the signatures of the Hon. A. P. McEwen, Hon. J. Bell-Irving, Hon. E. L. O'Malley, Hon. A. Lister, Hon. J. M. Price, Hon. W. M. Deane, Captain Superintendent of Police, Hon. P. Ryrie, Hon. J. Bell-Irving, Hon. A. P. McEwen, Mr. T. Jackson, the Misses Thomsett, and several other residents of the Colony.)  
As regards the testimonial, the Hon. A. P. McEwen said that they had not had time to get it into any practical shape, but he had much pleasure, on behalf of those who had signed the address, in handing to Captain Thomsett a draft with which he hoped Captain Thomsett would get some small thing to remind him of their esteem (applause). He was reminded by his friend Captain Deane that Captain Thomsett was receiving



# The Hongkong Telegraph.

No. 1883

TUESDAY, MARCH 20, 1888.

SIX DOLLARS PER QUARTER.

## Banks.

### RULES OF THE HONGKONG SAVINGS BANK.

THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 4; SATURDAYS, 10 to 1. SUMS LESS THAN \$1, or MORE THAN \$50,000, will not be received. No Depositor may deposit more than \$2,500 in any one year. DEPOSITORS in the SAVINGS BANK, who have not more than \$100, may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest. INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances. THE DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented on each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, at the beginning of January and at the end of July. ON DEMAND as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China. WITHDRAWALS may be made on demand, and the personal attendance of the Depositor or his duly appointed Agent, and production of his PASS-BOOK, are necessary. FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, 15, September, 1887.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000. PAID-UP CAPITAL 500,000. Registered Office, 40, Threadneedle Street, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per cent. per annum. " 6 " 4 " " " " 3 " 3 " " " " ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY, E. W. RUTTER, Manager, HONGKONG BRANCH.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000. RESERVE FUND 3,000,000. RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS: CHAIRMAN—Hon. JOHN BELLIRVING. DEPUTY CHAIRMAN—W. H. FORBES, Esq. C. D. BOTTOMLEY, Esq. Hon. A. F. McEWEN, Esq. W. G. BRODIE, Esq. S. C. MICHAELSEN, Esq. H. L. DALRYMPLE, Esq. J. S. MOSES, Esq. H. HOPIUS, Esq. L. POENCKER, Esq. B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER: HONGKONG—THOMAS JACKSON, Esq. MANAGER: SHANGHAI—EWEN CAMERON, Esq. LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED, ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 3 per cent. per annum. For 6 months, 4 per cent. per annum. For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Hongkong, 25th January, 1888.

## NOTICE.

### HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary, Hongkong, 25th August, 1887.

## Intimations.

### W. BREWER HAS JUST RECEIVED.

QUAIN'S Dictionary of Medicine. Anatomy. Grey's Anatomy. Sterling's Practical Physiology. The Handy Reference Atlas. Pocket Atlas of the World. Badminton Library Athletics and Football. Shooting. Racing. Seaton's Marine Engineering. Main & Bourne's Questions on Steam Engine. Bale's Handbook for Steam Users. Photographic Handbooks. Fresh Egyptian Cigarettes. Good European Shoes, \$3 per pair. New Stock of Ladies French Walking Lindow Shoes. New Birthday Cards. European Ledger's Journals and Cash-Books ruled ready for use. New Exchange Books 2/8 to 3/2, \$1. New Lamp Shades. Cheap Stationery. Boxes of Mathematical Instruments. Myrtle Grove Tobacco. Gold Leaf Honey Dew. Old Rip Tobacco. New Songs, New Dance Music. Ladies Cash Bags. Quill Tooth Picks. Birthday Motto Books in great variety. New children's Picture Books. Great quantity of Cheap Light Literature.

W. BREWER, HONGKONG HOTEL, 100.

Hongkong, 12th March 1888.

EX "GLENCOE" AND FRENCH MAIL STEAMER "YANGTSE."

## ROSE & CO.

ARE now Showing a nice assortment of LADIES' and CHILDREN'S WARM CLOTHING in JACKETS, DRESSES, SKIRTS, GAITERS, HOODS, and HATS, in Wool. GENTLEMEN'S CASHMERE, ANGORA, MERINO and SILK UNDERSHIRTS. MERINO and CASHMERE SOCKS. GENTS' WHITE LUXE CLOTH SHIRTS. LADIES' and GENTLEMEN'S TENNIS SHOES. CHILDREN'S STRAP SHOES. ELDER DOWN QUILTS and CUSHIONS. ST. JAMES RUGS and AUSTRIAN BLANKETS. Also, BRUSSELS and TAPESTRY CARPETS, SILK and WOOL TAPES, RIES in New Designs, GLASS STONE and BRICK BAGS, &c., &c., &c.

ROSE & CO. 37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 10th January, 1888.

## KELLY & WALSH, LD.

SPECIALITIES IN CHEAP STATIONERY.

A BOX containing 50 Correspondence Cards with turned-down corners, stamped in coloured relief from die—"Hongkong," and space for date 50 Cents. A Box containing 50 Gilt-Edge Correspondence Cards in two sizes, with Envelopes to match 50 Cents. The "Empire" Stationery Box containing 50 sheets Cream-Laid Octavo Note Paper with 50 Octavo Envelopes to match 50 Cents. A Box containing 50 Medival Correspondence Cards with ragged edges, in Antique Style, with Envelopes to match 50 Cents. A Box of Medival Paper and Envelopes in the same style 50 Cents. A Box of Folding Double Size Correspondence Cards and Envelopes, stamped in Gold, with quaint devices 50 Cents. The "Club Papeterie," a Box containing 50 sheets Treble Thick Vellum Note Paper with Envelopes to match 50 Cents. The "One Pound" Packet of Superfine Cream Laid Note Paper 25 Cents. The "One Pound" Packet of Superfine Antique Note Paper 25 Cents. The "Moorleigh" Packet, consisting of 21 Quires Ruled Foolscap 50 Cents. A Five-Quire Packet of Ruled Foolscap Quarto Manuscript or Sermon Paper 50 Cents. The "Sight Preserving" Box of Correspondence Cards, containing 25 Mottled Grey Gilt Edge Cards and 25 Envelopes to match 25 Cents. The "Primrose Stationery Cabinet," containing 50 sheets of Primrose Tinted Note Paper with Envelopes to match 50 Cents.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 24th February, 1888.

## ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

Over Coatings Light & Heavy. Ulster Tweeds. Ulster Tweeds. Fine Black Diagonal & Cork-screw for Dress Suits. Black, Blue and Brown Fancy and Diagonal Coatings. Fancy & Check Tweed Suitings. Trousers in great variety of Stripes, Checks and Plain. Cricketing Flannel Stripes. Checks and Plain. White and Fancy Vestings. French Printed Shirts. Unshrinkable Flannel. Ready Made. Ulsters in Stock. Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes. Winter, Medium and Summer Under Vests and Pants. Silk half Hose Black, Navy and Colors. Lamb's Wool Merino and Lisle Thread half Hose. White Dress Shirts. Lacing & Elastic side Walking Boots and Shoes. Shooting Boots, Rubber Boots. Patent Leather Boots & Shoes. Dancing Pumps all sizes. Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO. Hongkong, 22nd February, 1888.

## HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR: APERNADE ACTIEN BRAUEREI. APERNADE BEER, in Quarts and Pints. BERGENDORF VEREINS BRAUEREI. BERGENDORF BEER in Quarts and Pints. BREWERY "BAVARIA" MUNICH. HACKERBROU in Quarts and Pints. Celebrated Champagne, Rhine and Moselle. Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenthaler, Gelsenheimer, Rauenhalder, Josephshofer, Berncastler Doctor, &c. Now on view, for the first time imported to this Colony: S P L E N D I D P I A N O S With Mechanism for transposing for the accompaniment of singing or other instruments. HEUERMANN, HERBST & CO., Queen's Road, 14. Hongkong, 10th January, 1888.

## LANE, CRAWFORD & CO.

FOR SALE.

SWEET CORN AND OTHER SEEDS SUITABLE FOR LATE SOWING.

J. H. CRAWFORD & CO. Hongkong, 7th March, 1888.

## To be Let.

TO LET. ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May. Apply to DAVID SASSOON, SONS & Co. Hongkong, 3rd February, 1888.

TO BE LET, Unfurnished with Tennis Court.

No. 5, Richmond Terrace, a FOUR-ROOMED HOUSE, with Three Bath Rooms. No. 6, Richmond Terrace, a SIX ROOMED HOUSE, with Three Bath Rooms. A New Story has just been added to the Servants' quarters of both houses. Apply to JOHN WILLMOTT, Hongkong Dispensary, Hongkong, 27th January, 1888.

## Consignees.

NOTICE TO CONSIGNEES. STEAMSHIP "UPPINGHAM," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th instant, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 25th March, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 19th March, 1888.

NOTICE TO CONSIGNEES. STEAMSHIP "STRATHLEVEN," FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to TAKE IMMEDIATE DELIVERY OF THEIR GOODS FROM ALONGSIDE. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised. ADAMSON, BELL & Co., Agents. Hongkong, 17th March, 1888.

UNION LINE. NOTICE TO CONSIGNEES. FROM LONDON, PENANG AND SINGAPORE.

THE Steamship "EUPHRATES," Captain Edwards, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected. All claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised. RUSSELL & Co., Agents. Hongkong, 16th March, 1888.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. C. D. HARMAN, Agent. Hongkong, 14th March, 1888.

## Shipping.

### STEAMERS.

THE "GIBB" LINE. FOR SYDNEY AND MELBOURNE.

(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.) THE British Steamer "AFGHAN," Captain Roy, with part cargo from Japan, will be despatched as above, TO-MORROW, the 21st instant, at 4 P.M. For Freight or Passage (\$150), apply to GIBB, LIVINGSTON & Co., Managers. Hongkong, 5th March, 1888.

FOR MANILA, VIA AMOY. THE Spanish Steamer "DON JUAN," Captain Marquez, will be despatched as above on THURSDAY, the 22nd inst., at 4 P.M. For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 19th March, 1888.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED. FOR SWATOW AND BANGKOK. THE Company's Steamship "PHRA CHOM KLAO," Captain J. Fowler, will be despatched for the above Ports, on FRIDAY, the 23rd instant, at 8 A.M. For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, 19th March, 1888.

## Shipping.

### STEAMERS.

STEAM TO SHANGHAI. THE P. & O. S. N. Co.'s Steamship "VENETIA," will leave for the above place at 10 A.M., TO-MORROW, the 21st instant. E. L. WOODIN, Superintendent. Hongkong, 20th March, 1888.

NORDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAI. THE Company's Steamship "PREUSSEN," Captain O. Pohle, will leave for the above place about 24 hours after arrival with the outward German Mail. For further particulars, apply to MELCHERS & Co., Agents. Hongkong, 16th March, 1888.

NORDEUTSCHER LLOYD. NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship "GENERAL WERDER," Captain W. von Schuckmann, will leave for the above Ports on or about the 22nd instant. For further particulars, apply to MELCHERS & Co., Agents. Hongkong, 16th March, 1888.

EASTERN AND AUSTRIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at QUEENSLAND PORT, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.) THE Steamship "CATTERTHUN," Captain Darke, will be despatched for the above Ports, on SATURDAY, the 24th inst., at 3 P.M. For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, 13th March, 1888.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE. (PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship "LOMBARDY," will leave for the above places on SUNDAY, the 25th March, at DAVLIGHT. E. L. WOODIN, Superintendent. Hongkong, 19th March, 1888.

## SAILING VESSELS.

FOR NEW YORK. THE 3/3 A. I. American Ship "FACTOLUS," Th. Burnham, Master, shortly expected here, will load here for the above Port, and will have a quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 24th February, 1888.

FOR NEW YORK. THE 3/3 L. I. American Ship "TITAN," C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 8th March, 1888.

FOR SAN FRANCISCO. THE 3/3 L. I. American Ship "GREAT ADMIRAL," J. F. Rowell, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, 21st February, 1888.

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GANGES," Captain E. Stewart, with Her Majesty's Mails, will be despatched from this Port for LONDON, VIA BOMBAY AND SUEZ CANAL, on THURSDAY, the 23rd March, at DAYLIGHT. Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 2 P.M. on the day previous to sailing. Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. E. L. WOODIN, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, 19th March, 1888.

## Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF NEW YORK," will be despatched for San Francisco, via Yokohama, on SATURDAY, the 24th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows:— To San Francisco.....\$200.00 To San Francisco and return, available for 6 months..... 350.00 To Liverpool..... 325.00 To London..... 330.00 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN, Agent. Hongkong, 15th March, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 27th April, at THREE P.M. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing. First-class Fares granted as follows:— To San Francisco.....\$200.00 To San Francisco and return, available for 6 months..... 350.00 To Liverpool..... 325.00 To London..... 330.00 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN, Agent. Hongkong, 15th March, 1888.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA. ON MONDAY, the 16th day of April, 1888, at 4 P.M., the Company's Steamship "PREUSSEN," Captain O. Pohle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 15th of April, 1888. (Parcels are not to be sent on board; they must be left at the AGENTS' Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further particulars, apply to MELCHERS & Co., Agents. Hongkong, 16th March, 1888.